

January 2004
CENTRAL COMMAND

SAFESTAT REPORT



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February 5, 2004

Nevada Highway Patrol
Major Rick Bradley

Overview

During the month of January the Central Command received some relief from the severe winter storm patterns we have experienced the past few months. Although it was extremely cold much of the month there were only 16 days where travel restrictions were in place as compared to the 21 days the previous month. This break in the weather that reduced travel restriction days, along with a 14.4% increase in total enforcement activity and a 17.8% increase in total hours worked by line personnel contributed to a 23.1% reduction in the Command's traffic crashes when compared to December.

Total crashes decreased in the Command, with personnel investigating a total of 110 crashes as compared to the 143 the previous month for a 23.1% reduction. Property crashes decreased with personnel investigating 80 property crashes as compared to 100 the previous month for a 20.0% reduction. There were also decreases in injury and fatal crashes investigated in the Central Command. Personnel investigated 28 injury crashes in January compared to the 39 investigated the previous month. Fatal crashes declined by 50% when compared to December with to fatal crashes investigated in January compared to 4 the previous month. However, commercial vehicle crashes increased an alarming 62.5% in January with 26 commercial crashes being investigated in January compared to 16 in December or 23.6% of the Command's total crashes involved a commercial vehicle.

The Command's overall enforcement increased by 14.4%. With the most notable increases occurring in the following categories: DUI Prior to Crash - 244.4%, Other Arrests - 114.4%, Total Persons Arrested - 103.6%, and Occupant Restraint Violations - 88.7%. Commercial Enforcement activity increased in every category with the notable increases occurring in the following categories: Hazardous moving Violations - 54.5%, Other Traffic Violations - 57.1%, and Total Trucks Weighed - 400%. These increases occurred because of the dedicated personnel and their commitment to the "SafeStat" program.

I want to thank the men and women of the Central Command for their continued efforts in improving highway safety and service to the motoring public. Job well done.

CENTRAL COMMAND

CRASH ANALYSIS AND OVERVIEW

	January -04		January -03	% Change		December-03	% Change
Total Crashes	110		72	52.8%		143	-23.1%
Property Crashes [including commercial vehicles]	80		59	35.6%		100	-20.0%
Injury Crashes [including commercial vehicles]	28		12	133.3%		39	-28.2%
Fatal Crashes [including commercial vehicles]	2		1	100.0%		4	-50.0%
DUI Crashes [DUI charged]	1		3	-66.7%		3	-66.7%
Total persons killed in fatal crashes	2		1	100.0%		7	-71.4%
Total drivers killed without seatbelts	1		1	0.0%		2	-50.0%
Total passengers killed without seatbelts	0		0	0.0%		2	-200.0%
Total drivers killed with seatbelts	1		0	100.0%		1	0.0%
Total passengers killed with seatbelts	0		0	0.0%		2	-200.0%
Total persons killed -- seatbelts not applicable	0		0	0.0%		0	0.0%
Total number of commercial vehicle crashes	26		17	52.9%		16	62.5%
Property crashes involving commercial vehicle	19		14	35.7%		11	72.7%
Injury crashes involving commercial vehicle	7		2	250.0%		4	75.0%
Fatal crashes involving commercial vehicle	0		1	-100.0%		1	-100.0%

Percentage of fatal crashes to total crashes 1.8%

Percentage of DUI crashes to total crashes 0.9%

Percentage of persons killed *without* seatbelts to total persons killed 50.0%

Percentage of commercial vehicle crashes to total crashes 23.6%

NARRATIVE ANALYSIS

[Narrative analysis to include trends or other applicable issues]

There was a 23.1% decrease in total crashes in January as compared to December. There was a reduction in each of the severity classes. The reduction can be attributed in part to the numerous winter storms the Command experienced in December. When compared to January 2003, there was an increase of 38 crashes. This increase is due to the mild winter weather experienced during January 2003.

During January 2004, there were two fatal crashes in which there were two persons killed. One driver without a seatbelt and another driver who was wearing a seatbelt, but was wearing it inappropriately which resulted in him being partially ejected during the crash.

There was only one DUI related crash in January. The BAC for this driver was .094.

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FIELD ENFORCEMENT ACTIVITY

[Narrative analysis to include trends or other applicable issues]

	January-04		January-03	% Change		December-03	% Change
DUI arrests from crashes	1		3	-66.7%		3	-66.7%
DUI arrests <i>prior</i> to crashes	31		17	82.4%		9	244.4%
Other Arrests	88		117	-24.8%		41	114.6%
Total persons arrested (DUI included)	57		68	-16.2%		28	103.6%
Speed violations	1211		1642	-26.2%		1211	0.0%
Hazardous moving violations	178		220	-19.1%		212	-16.0%
Occupant restraint violations *	283		175	61.7%		150	88.7%
Total violations [above violations included]	2387		2868	-16.8%		2086	14.4%
Commercial Enforcement							
Hazardous moving violations - citations/arrests	17		41	-58.5%		11	54.5%
Other traffic violations - citations/arrests	11		21	-47.6%		7	57.1%
Total safety inspections [level 1, 2, 3, 4, & 6]	637		509	25.1%		460	38.5%
Terminal inspections [level 5]	0		36	-3600.0%		0	0.0%
Total safety violations -- citation	110		196	-43.9%		89	23.6%
Total safety violations -- repair order	876		1310	-33.1%		675	29.8%
Total vehicles placed "Out of Service"	42		75	-44.0%		30	40.0%
Total drivers placed "Out of Service"	13		35	-62.9%		26	-50.0%
Total school buses inspected	55		1	5400.0%		53	3.8%
Total school buses placed "Out of Service"	8		0	800.0%		15	-46.7%
Total trucks weighed	74		216	-65.7%		4	1750.0%
Total overweight citations	4		10	-60.0%		0	400.0%
Total dyed fuel inspections	622		253	145.8%		430	44.7%
Total dyed fuel citations	1		2	-50.0%		0	100.0%

NARRATIVE ANALYSIS

[Narrative analysis to include trends or other applicable issues]

During January, there was a 14.4% increase in overall activity as compared to December. Forty-four percent of the overall increase was in the area of occupant restraint enforcement which increased by 88.7%. The number of persons arrested and their subsequent arrest charges increased by over 100%.

During January, the Central Command experienced 17 days in which the low temperature was below zero. There were 24 days with fog in which 9 of these days visibility was reduced to less than ¼ mile. There were 16 days in which there was weather that resulted in some type of highway restriction. Despite the weather experienced in January, activity did increase.

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STAFFING AND WORK HOURS

STAFFING	Total Authorized positions		Current positions staffed		Vacancy Rate	
	January -04	January -03	Administrative Assignment	Field Operations	Positions Vacant	Vacancy Rate Percentage
Traffic [Tpr. & Sgt.]	72	69	5	53	14.0	19.4%
Commercial [Tpr. & Sgt.]	16	16	0	13	3.0	18.8%
Commercial CVSI	2	2	0	2	0.0	0.0%
BELOW WORK HOURS ARE FIELD OPERATIONS PERSONNEL ONLY						
WORK HOURS LOST	January -04		January -03	% Change	December-03	% Change
Annual leave	248.00		376.50	-34.1%	1348.50	-81.6%
Compensatory leave	290.30		234.25	23.9%	314.80	-7.8%
Sick Leave [personal and family]	548.00		574.95	-4.7%	543.90	0.8%
Military leave	0.00		184.00	-18400.0%	0.00	0.0%
Holiday off	106.00		200.00	-47.0%	136.00	-22.1%
Training	792.50		663.75	19.4%	931.50	-14.9%
Administrative leave	320.00		200.00	60.0%	352.00	-9.1%
Leave without pay	0.00		0.00	0.0%	0.00	0.0%
Vacancy [173 hours per position*]	2941.00		3114.00	-5.6%	2941.00	0.0%
Total work hours lost	5245.80		5547.45	-5.4%	6567.70	-20.1%
OVERTIME	January -04		January -03	% Change	December-03	% Change
Paid overtime claimed	1046.50		1221.8	-14.3%	1191.92	-12.2%
Compensatory overtime claimed	121.42		176.25	-31.1%	134.58	-9.8%
Total overtime hours	1167.92		1398.05	-16.5%	1326.50	-12.0%
TOTAL HOURS WORKED	January -04		January -03	% Change	December-03	% Change
Number of authorized positions x 173 hours*	11764.00		15051	-21.8%	11764	0.0%
Work hours lost	5245.80		5547.45	-5.4%	6567.7	-20.1%
Overtime	1167.92		1398.05	-16.5%	1326.5	-12.0%
Total hours worked	7686.12		10901.6	-29.5%	6522.8	17.8%

* 173 hours based upon 2080 work hours per year divided by 12 months

Contract Service overtime for January was 12 hours for one escort.

STAFFING AND WORK HOURS *Cont'd*

NARRATIVE ANALYSIS

[Narrative analysis to include trends or other applicable issues]

The staffing information has changed at the top of the previous staffing page slightly from previous months. The authorized positions do not include command staff or the Court/Warrant position. The 5 positions in administrative assignments include the Administrative Services Sergeant, Public Information Officer, Training Officer and 2 cadets in training at the Academy. Numerical staffing numbers shown above reflect only those Sergeants and Troopers whose primary responsibilities include enforcement activity, crash investigation, and commercial enforcement functions. Command staff and sworn personnel assigned to administrative duties are not included as they have no direct impact on the enforcement or accident reduction efforts.

The Central Command is experiencing a 19 % vacancy rate in both traffic and commercial personnel. During January, there was one additional authorized traffic position over the allocated 71. This is due to one cadet currently in the training academy that is to replace a Trooper who has not yet transferred out of the Command. Once this transfer occurs, the Command will be at the correctly allocated traffic positions.

The total work hours lost declined by 20%. This is due to the decrease in annual and comp leave taken, which historically is high in December. Overtime in January declined by 12% from December. With the reduction in work hours lost, the total hours worked in January, 7686 hours, increased by almost 18% over the 6522 hours worked in December.

RATIOS – ACCIDENT AND ENFORCEMENT

ACCIDENT RATIOS

January-04

Ratio of crashes per Traffic position	
Total	2.1
Property	1.5
Injury	0.5
Fatal	0.0
DUI	0.0
Commercial vehicle	0.5
Ratio of deaths per fatal crash	1.0
without seatbelts	0.5
with seatbelts	0.5

FIELD ENFORCEMENT

Ratio of enforcement per Traffic position	
DUI arrests from crashes	0.0
DUI arrests <i>prior</i> to crashes	0.6
Other Arrests	1.7
Total persons arrested (DUI included)	1.1
Speed violations	22.8
Hazardous moving violations	3.4
Occupant restraint violations	5.3
Total violations	45.0

RATIOS – ACCIDENT AND ENFORCEMENT *Cont'd*

INSPECTION / ENFORCEMENT RATIOS

January-04

Ratio of inspections and enforcement per Commercial position

Hazardous moving violations - citations	1.3
Other traffic violations - citations	0.8
Total safety inspections [all levels]	42.5
Terminal inspections TIP	0.0
Total safety violations -- citation *	8.5
Average safety violations per inspection -- citation	0.2
Total safety violations -- repair order	58.4
Average safety violations per inspection -- repair order	1.4
Total vehicles placed "Out of Service"	2.8
Average vehicles placed OOS per inspection	0.1
Total drivers placed "Out of Service"	0.9
Average drivers placed OOS per inspection	0.02
Total school buses inspected	3.7
Total school buses placed "Out of Service"	0.5
Total trucks weighed *	5.7
Total overweight citations *	0.3
Total dyed fuel inspections *	47.8
Total dyed fuel citations *	0.1

* Commercial sworn only

NARRATIVE ANALYSIS

[Narrative analysis to include trends or other applicable issues]

The average number of crashes investigated per traffic position declined due to the reduction in crashes investigated. Total enforcement activity increased by 12.5 % per traffic position as compared to December.

The ratios for commercial personnel increased as compared to December. The inspections completed were up to levels that were seen throughout last year. As noted in December, there was a decline due to lost time from training. Weight enforcement increased due to greater emphasis place on the use of portable scales. One set of El-Dec scales is still inoperable and in for repair.

ADMINISTRATIVE SERVICES

The training for 2004 has begun. Tentatively, all required training should be completed by October.

A total of 263 warrants were entered into NCJIS with 110 cleared. There were 1,947 warrants validated.

The evidence vaults processed 211 new items while disposing of 73 items. The majority of new items were from NDI, 80%.

Data entry for the new citations continues. Many of the issues have been resolved and the system appears to be working. During January 3423 citations were entered.

During January, Front Office personnel processed 44 arrest reports and 89 accident reports. Most of January accident reports were not entered into the "Crash" database. These were held and are to be entered into the new Crossroads database, which is not available until February.

COMMUNICATION CENTER

PSD I Sullivan resigned effective January 20th. This now leaves three vacant positions within the Center.

Overtime accrued during January increased by 47% or 89 hours. Total overtime was 277 hours. Of this, 88 hours was for "Holiday Worked" and 173 hours to cover for vacant positions.

Radio transmissions increased during January by 17%. There were 65,246 transmissions in December as compared to 76,422 transmissions in January.

Incidents generated in January increased by 17% from 7198 in December to 8443 in January.

PERSONNEL

PSD I Sullivan resigned from the Communications Center effective January 20th.

Captain Malloy received a Certificate of Service for 25 years in January.

PUBLIC INFORMATION

Tpr. Gonzalez provided driver safety programs to Getchell Gold in Winnemucca on five different dates. Approximately 40 persons attended each program.

Tpr. Gonzalez was involved in EVOC preparations for the upcoming NHP academy.

PROJECTS / ACTION PLANS

ADAPT Vehicle

The ADAPT Vehicle was utilized in Tonopah during January. It was utilized on two occasions for almost 8 hours. During the use of the vehicle, 14 citations were issued. The vehicle was used only twice due to the limited number of Troopers, two, and ensuring proper coverage with the personnel assigned to work the road.

RADAR Trailer

The RADAR Trailer was assigned to Tonopah, but was not deployed. There was a wiring problem that was originally going to be repaired by NDOT in Tonopah. The trailer sat at their yard for over 10 days and they decided that they were not going to be able to make the repairs. The trailer then had to be taken to a local vendor for repairs. The trailer was repaired and transported to Alamo for February.

Budget FY06/07

Work continues and equipment requests are being finalized for the next biennium. Statewide meetings have occurred to complete the equipment requests for the Division.

UPCOMING EVENTS

None



**Nevada Highway
Patrol
Central Command**

3920 E. Idaho St.
Elko, NV 89801

PHONE:
(775) 753-1111

FAX:
(775) 753-1296

[http://dps.nv.gov/NHP/
CC_Contact_Us.htm](http://dps.nv.gov/NHP/CC_Contact_Us.htm)

CRASH ANALYSIS AND OVERVIEW *cont.*

Crashes involving commercial vehicles increased by 10 as compared to December 2003. During January, 23.6% of the total crashes involved a commercial vehicle. Of the 26 crashes in January, 4 involved a snow plow damaging commercial vehicles as it was clearing the road. With the rural nature of Central Command, the percentage of commercial vehicles involved in crashes has a tendency to increase during the winter months. This is due to the decline in passenger vehicle traffic that occurs during winter.

FIELD ENFORCEMENT ACTIVITY *cont.*

DUI arrests prior to crashes increased drastically as compared to December. There was a 244% increase. The average BAC was .165.

Commercial personnel inspected 38.5% or 177 more commercial vehicles in January as compared to December. With the additional inspections, there was a corresponding increase in citations issued, safety violations discovered and vehicles placed out of service.

The number of trucks weighed increased. Most of the weight enforcement was by portable scales. One set of El-Dec scales continues to be inoperative with repairs expected to be completed in 60-90 days. There were instances in which the smaller set of El-Dec scales were attempted to be used, but due to icy conditions the use was not safe for personnel due to the scales shifting and moving when trucks drove onto them.

Of the 622 dyed fuel inspections, 192 were on secondary roadways during the 330 hours of secondary enforcement time.
